



Your Monthly Dose of Model Aviation News, the Lekker Way! – 20 April 2026

RMAC Glider Day – 15 March 2026

(Article by Anthony Brown)

RMAC reinstated the annual glider day in 2026 with the 15 March being a suitable gap in the calendar. The weather leading up to the day was forecast to be on the miserable side and sadly the weather Gods did not change their minds.



The day dawned gloomy with smatterings of rain, but in true RMAC fashion we were graced with a few hardy souls who declared that their gliders would pay rent.

Trevor Budd and his Towplane completed well over 25 tows at last count with Neville Wright, Anthony Brown and Andre Nortjie making sure that Trevor missed a few tea breaks.

Brad Pearson also made sure that his new Multiplex Cularis showed its disdain for the weather, whilst David and Matthew Hamilton also treated the weather with the disrespect it deserved. Matthew flew his own designed powered glider for the first time requiring a few-hand launches before successfully getting the aircraft airborne.

The RMAC Committee would like to thank the other hardy souls who made the effort to attend knowing that their gliders would be generally starved of the lift we would have enjoyed but nevertheless contributed to a fun day out.

We are glad to have the event back on the calendar and we sincerely hope the next one will be more conducive to some proper thermal chasing.

Until next time.



Aerial Concepts proud sponsor of the 2026 Aerial Concepts SAMAA Combined Power Nationals






The aim of Project Excellence is to encourage every SAMAA member to aspire to self-improvement of their own flying skills. And, to achieve excellence, of course!

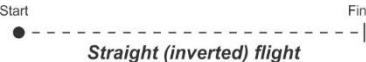
The Special Interest Groups of the SAMAA operate as independent entities, each with its own rules, sporting code, committee, structures, competitions, team selection process, and financial management. Each SIG receives support from the SAMAA, and one of the goals of our annual national championships, is to foster camaraderie and hopefully some cross-pollination among the competitors.


In this and future editions of the *SAMAA Lekker News*, we are going to explain in very simple terms what the various SIGs do, and how our members can possibly be encouraged to try their hand at something more exciting.

How often have you been at the flying field and viewed the beautifully colourful Large Scale Aerobatic aircraft, and maybe you have even looked at a few manoeuvres. To fully appreciate what the pilots are striving for, maybe a few simple requirements and illustrations will enable you as a casual spectator to appreciate some of the basics.

On paper, the manoeuvres are shown as Aresti symbols. This dictionary of symbols was originally devised by a Spanish aerobat, count Jose Luis Aresti, in the 1960s, using a system of lines, arrows, geometric shapes, and numbers to describe the precise form of a manoeuvre.

To start with the most basic illustration and description, we'll choose a straight line in flight, from left to right. This is shown as a solid line, with a beginning and an end-point, like this. The beginning is  a barb.

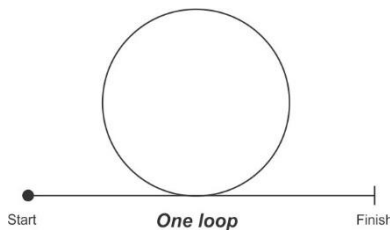
For inverted flight, this line is shown as dot  a barb.

To show a single roll on a straight line, this is illustrated by a curved arrow. The direction of the arrow does not necessarily indicate the direction of the roll, unless it is combined with another symbol, which may indicate two rolls in opposite directions. The arrow is always curved to show the direction of flight. 

Lines are not always horizontal and may be shown vertical, or at a 60-degree or 45-degree angle.

Manoeuvres are ordinarily made up of lines, loops, rolls, combinations, stall turns, spins, circles, and snap rolls, but let's keep it simple for now. Often, some of the manoeuvres have weird and wonderful names, like a Cuban Eight, or a Humpty Bump, or a Shark Fin, or a Tear Drop.

A loop is typically shown like this.



So, next time you watch a sequence performed by a competitor at a Large Scale Aerobatic competition, you may have a better appreciation of what the pilots are aiming for. It does not have to be a competition sequence, but perhaps a flight where the pilot is practicing.

We hope that this simple explanation has whet your appetite to try something different. You may not own a sophisticated large scale Extra, or an Edge, or a Sukhoi, but a simple Ugly Stik is perfectly capable of performing most manoeuvres.

WATCH THIS SPACE... because the sky is about to get a whole lot more exciting! More manoeuvres, more precision, and more opportunities to push your skills to the next level are coming your way. Whether you're chasing that perfectly smooth landing, nailing a complex sequence, or just enjoying the thrill of flight, every moment in the air is a step toward something greater.

This isn't just about flying—it's about refining your craft, challenging yourself, and striving for true **Excellence** in this unique hobby we're all so passionate about.



SAMAA Auction WhatsApp group!

If you haven't joined the SAMAA Auction WhatsApp group yet, now's the time!

Model aircraft, transmitters, and plenty of accessories will be up for grabs!

Join here to get in on the action:

<https://chat.whatsapp.com/L2sH4gY1aoO7QJ4vRoyThy>

Don't miss out, your next favourite model or accessories could be just a bid away!

SAMAA Communication WhatsApp group!

By joining the SAMAA Communication Group, you make sure you are always informed and connected to what is happening in our amazing aeromodelling community. From fly-ins to Nationals updates, special interest group news, and everything in between—you'll hear it here first.

Join here: <https://chat.whatsapp.com/lbfPPJHLuWX73zLTqIGt0y>

A Life in Circles: The Control Line Journey of Percy Attfield

A little reminiscing is one of the fun things that become available as one ages. I could make this a factual research document by checking dates and events with Bob Skinner, he is a mine of information, but then it would not be my memories that provide me with entertainment. Join me as I recall my journey over many years.

I was about 10 years old when one Sunday morning my father announced we were going to watch model aeroplanes (it must have been a Sunday because in those days people worked full day Monday to Friday and Saturday half day). Memory fades but it might have been Berea Park, in any event it was the South African National Championship event in the early 1950s. Let's assume it was Berea Park 1952 because that is when I was 10 years old.

I sat in the stand not understanding much as the pilots with their planes performed. Then my dad got excited because someone was going to fly a Jet model. Remember in those days Jets were still in the realm of mystery and magic. It is one of the tragedies of today that new technologies have become normal occurrences. For my dad a Jet model was a dream come true. The jet flew 2 or 3 times;

Eventually using money I got for my birthday, my monthly allowance and the ice cream money I could buy an OK Cub .049 and eight fluid ounces (about 250 ML) of fuel.

We became Junior members of PMC (Pretoria Model Club).

My dad, who never helped me to build anything but was always encouraging, insisted I build something light like a flying wing for the .049, I became good at flying it. I got so good I got into serious trouble with Monty Malherbe. There was a Craft Show at Pretoria City Hall. Jix had the biggest stand

each flight was a revelation to him. He talked of that for weeks.

Being a young boy that got two shillings (20 cents) pocket money per month, owning a model was unthinkable. My dad encouraged me to plan how to own a Keil Kraft rubber model by suggesting that I forego the weekly ice cream cone and instead save that sixpence (5 cents) each week, this doubled my income. Soon I left Jix Hobbies in Van der Walt Street with a seventy-five cents Keil Kraft Spitfire kit and a tube of Britfix glue.

I followed the instructions and the plan using a razor blade to cut out all the printed pieces and glued them together as best I could. These initial rubber models managed to fly about one meter and rapidly met their end. By the time I bought three more Spitfires and looking at .049 engines Monty Malherbe started to know me. He would influence my modelling adventures.

That Christmas Reinhold Shulze received an Albion Spitfire 1cc diesel engine. Reinhold and I flicked that engine for six months and never got it to run but it did keep us busy and we became close friends.

raised about a meter above the floor in the centre of the hall with flood lights on each corner. Around this centre stage were the other exhibitors of cakes, puddings, needle work, knitting and many other crafts. It was a week-long exhibition and the PMC juniors, the Shulze brothers Reinhold and Fred, the

Jensen brothers Karl and Henry, Roston Dugmore, I and others attended in the afternoons.

After a few afternoons of boredom it was suggested that I fly my flying wing on shortened lines. At first it was going to be in the parking lot but there were too many cars. There was no alternative; it had to be on the Jix stand with still shorter lines. No sooner thought of it was done. Imagine a .049 at full pitch screaming away inside the City Hall, smell of Nitro, Methanol and Caster oil, smoke everywhere. I did not see much of it because I watched the plane but it was pandemonium, people running, exhibitors trying to protect their prized items from fuel fumes and castor oil. Everybody screaming at Monty to stop the plane.

I was having my own problems, I knew I had to turn around on just one small, marked spot or I would hit the spotlights and I was focused on the plane getting dizzier each lap. With lines that were half the length of a usual flight the plane was travelling hundred and plenty kph. Mercifully, the engine eventually ran out of fuel and I crash-landed. I immediately fell over completely disoriented from turning around at breakneck speed and passing four suns (as I passed each spotlight) each lap.

Bob Palmer arrived in South Africa on the first leg of his World tour. He brought two Thunderbird Mark 2 planes: his radial cowl maroon and white plane and a normal Thunderbird cowl red and yellow. The red and yellow plane is in my memory as one of the most beautiful planes ever. For the youngsters who do not know who Bob Palmer was; he and George Aldrich were the gods of U-Control (as Control Line was known then). Bob was the designer of a range of aerobatic models and the Thunderbird Mark 2 his latest and greatest. Howard Bonner was part of the World Tour showing off the progress in Radio Control. He even spoke of proportional control, but few people thought that would materialise.

That Sunday a big flying display of U-Control and Radio Control took place at what used to be Palmietfontein International Airport.

Lying on the floor barely able to raise my head Monty let rip at me. Did I mention he was in the air force during the second world war; he knew how to tear a strip or two off you.

When I could finally stagger half upright, I realised rags had been thrown at the plane but they all missed. It remains a fond memory.

When I was thirteen I had saved enough money to buy a K&B .15. A whole 2,5 cc, I was in ecstasy. Reinhold also got a K&B .15. The question was what planes we could afford. Then Mony Malherbe did something I will always remember. He suggested that we buy a Ringmaster and he would donate balsa wood required for us to trace the parts out so that we could build a Ringmaster each. More than that he said we could come to his house every night from 7pm to 9pm for two weeks and he would teach us on how to build properly.

We flew our Ringmasters happily, crashing them and fixing them.

There are four dates that were important in my journey, The first one 1952, the next one 1957.

Monty took his light and dark green Thunderbird Mark 2 and invited me to travel with him.

The afternoon Bob and Monty decided to give a Combat display with their Thunderbirds. The Combat event was discussed in detail, who would do what when. The only time I ever saw combat streamers behind Thunderbirds. Bobs beautiful yellow plane and Monty's green one. The big crowd loved to see Bob Palmer of international fame and Monty in combat with Thunderbirds, it was unexpected and impressive.

Suddenly one of them zipped when he should have zipped. A mid-air that destroyed two prime planes was the result, one of them scheduled for a world tour.

During the return trip to Pretoria Monte said the broken plane would be boxed and sent back to the USA. A thought started in my mind.

Next morning before school I went to Monty's house, trembling with fear I planned to speak to the great Bob Palmer. I suggested to Bob that instead of going to the expense of sending the pieces of back to the USA I would be willing to take them away. Bob said the

Time moved on and I bought a Fiat 500 from a scrapyard, fixed it and now I was able to attend the model flying that took place on the circle at Rand Airport. I met many other flyers there but Basil Menges made the biggest impact with his Rat Racers.

During the 1960s I rebuilt a MG TC bought from a scrap yard and a Triumph TR2 and became less involved in model aeroplanes.

In 1978 living in Johannesburg I decided to fly model planes again. I visited Jix, spoke to Monty and ended up with a 5 Chanell Sky Leader set and a Webra .60 powered Senior Falcon (Howard Bonner proved right about proportional control). With the help of Monty I learned to fly Radio Control which I did for about 3 years. I did not enjoy Radio Control as much as Control Line. I missed the connection

pieces had to go back because his import arrangements were that he would take the plane out of South Africa or pay Import Duty. At the end of our discussion Monty said I should check in the garbage drum in the back yard. I discovered he dumped his broken plane in the garbage drum complete with a .29 Veco engine. That was how I became the proud owner of not only a Mark 2 Thunderbird but an engine which I could never afford to buy. I fixed the Thunderbird and for 2 years I cycled nine kilometres to the flying circle at Queenswood, holding a plane in one hand and the bicycle handle with the other.

During this time Radio Control became popular and PMC meetings were all about that. The juniors could not contribute at all. Anech Hahn arranged that the juniors would meet at his house in Queenswood and he used to open the monthly meetings saying "drag up the floor and sit down." We were thankful that he took the time to provide a venue and guidance to us.

to the plane, experiencing the pull, feeling air movement and turbulence and the excitement of always being close to the ground. That brought an end to my second period.

In 1990 one day there was a notice in the model shop window in Cresta Mall to join a new group that promoted Control Line. I called the Pretoria telephone number and spoke to none other than Fred Shulze. So started my third important date on my Control Line journey.

Joining the group in Pretoria I met new enthusiasts. One of the groups objectives was to resurrect the Control Line Nats. With pushing and shoving from Nic Van der Westhuizen and Bob Skinner this was achieved at today's Gariiep dam. The wind blew through-out the three days; it is the memory mostly shared by those who attended. Nic van der Westhuizen, Paul and Corne Smit, Conrad Cloete, Henry Kurowski, Dirk Meyer, Roston Dugmore, Peter Lott are the names I can easily recall. It may not have been the best flying weather but it was the start of a tradition that endured for 36 years. Last year we returned to Gariiep Dam and had the best flying weather. It was so good, the members at the AGM voted to return to the venue in 2026.

In 1992, my fourth important date, Roston Dugmore and I decided to visit the Control Line World Championships at Hradec Kralove in what is today the Czeck Republic.

The Berlin Wall had fallen a few months before and with help from Bob Skinner we arrived in Harec Kralove the day the championship started. We did not enter the competition. We wanted to understand the

I secured access to land from a mining house and control line circles were built under the leadership of Roston Dugmore who did an enormous amount of work. 20 years later squatters became a problem. Henry Kurowski spoke to Barnstormers who agreed to provide space for control line circles and helped with the development of the present site. We were invited to the Worlds in China but this did not materialise because there was no Chinese Embassy in South Africa and we could not get visas. Big Art was invited to come to South Africa and present aerobatic coaching sessions at the Control Line field in Pretoria. The Control Line Association of South Africa (CLASA) SIG was formed.

South Africa competed at the Control Line World Championships at Norrkoping Sweden in 1996 represented by Keith Reneclé, Roston Dugmore and I with Roy Harvey as our supporter.

CLASA attended every World Championship Aerobatics since then until 2018. Keith Reneclé was in every team and became well known in international circles. Keith was joined at various Worlds by Graham Swallow, Evert Scoltz and Callum Orbell as a Junior. I flew in the World Championship in

developments in Control Line technology and try to have an official invitation to the 1994 World Championships planned for China.

The Chinese team manager told us not to talk to members of the team but we could speak to the Government official travelling with the team.

The USA team members were very helpful, especially Bob Hunt who explained the new concept of using tune pipes to control engines to make more power when climbing and less power in level flight and still less power in diving. Setting the tune pipe too long by the right amount caused this. The tune pipe concept was new and only the USA team used it. Paul Walker won, Billy Werwage second and Bob Hunt third. We returned to South Africa tune pipe converted.

We also met Big Art Adamissin, one of the judges.

We returned to South Africa with video material and contacts to find the latest Control Line planes, engines and equipment. Things started to happen.

Sweden and Pazardzhik Bulgaria 2012. Callum was selected for the Worlds in Australia this year but did not have the finances to attend.

Henry Kurowski judged Aerobatics at two World Championships and Dirk Meyer and Conrad Cloete represented South Africa in Team Race at three World Championships.

I lived in Colorado USA from 1997 to 2003 and attended many USA competitions. Two four-day competitions we attended every year were Brodak and VSC. Apologies for the photos, they are photos taken of photos in my printed album. Flying under the USA Builder Of the Model (BOM) rule appearance judging is important because your appearance points (maximum 20) are added to your flight scores: Brodak at Carmichaels Pennsylvania is the largest producer of Control Line planes and accessories. The photograph shows the Aerobatic planes lined up for appearance judging in 2000. A few years later Peter Lott flew in Perky Speed event.



The last 2 trophies I won in the USA before returning to South Africa. It was 2002 in Las Cruces, New Mexico.



The Vintage Stunt Championships (VSC) photograph shows stunt plane appearance judging in 2001 when Keith and Bokkie Renecke joined us in Tucson, Arizona. Only planes available prior to 1970 were allowed.

After our return to South Africa, I contributed to the administrative side of our sport at Club level, CLASA level, SIG level, SAMAA level and Aero Club of South Africa level.

At 84 years old I have been involved with model aeroplanes for 74 years and I realised that there will be a fifth important date in my Control Line journey, when I discover the date, I roll my flying lines in for the last time.

“Until then I will keep going in circles.”

I honour my departed friends: Anech Hahn, Monty Malherbe, Fred and Reinhold Shulze, and Roston Dugmore.



Sunday, 22 February 2026 saw the first G.A.A. League Event of the year take place at Whitehills Aeromodelling Club, near Pretoria. A turnout of 11 enthusiastic pilots saw five contenders in F3A, four in Masters class, and one each in Advanced and Sportsman. Weather for the day was occasional sun with grey overcast clouds and intermittent gusts of wind throughout.

Whitehills is a wide open facility with good visibility, and a comfortable apron and pit area – with occasional full-size air traffic transiting the area around the field. The early morning atmosphere was slightly pensive as pilots wondered whether their off-season preparations would yield the intended results on the day.

There was plenty of curiosity from pilots about their own ability to meet the demands of the new schedule. For those in the other classes, their schedules remained unchanged for the year. For F3A and Masters pilots, this was the first competition flying the P27 schedule – a challenging and technical schedule requiring finesse from pilots to coax the best out of their aircraft.

Interestingly, there were three father-and-son pairs competing on the day: Neil and Joshua Twomey, Dean and Ray Grobelaar, and Rui and Robin Martins – something good to see in the sport. The youth are the future of pattern, and it was encouraging to see the support, encouragement and rapport between these pairs, even if it occasionally led to some tense moments both on and off the flight line.





Round 1 in Masters class saw Ray Grobelaar, Gerhard Venter, Pieter Botha and Neil Twomey battling it out, with Neil securing a decisive first-round victory with 75.4% (his best score of the day). Pieter followed in second, with Gerhard and Ray just behind.



Over in the F3A class, Joshua Twomey, Andre Stockwell, Dean Grobelaar, Rui Martins and Robin Martins took to the sky. At the end of the round, Josh led the field with 84.9%, followed by Rui (81.1%) and Andre (80.5%). Robin (79.6%) and Dean (75%) rounded out the standings.

By mid-morning the wind had started to gust more noticeably. Combined with light thermal activity from the sun-baked runways, pilots had to contend with changing air conditions as well as the bright glare of the sky.



Round 2 in Masters saw Neil take the lead again, with Pieter breathing down his neck just 3.7% behind. Gerhard and Ray both put in solid rounds as well, maintaining the same positions at the end of the round. In F3A, Josh again carved out a lead, but this time Andre moved into second place – just 2.5% behind him. Rui, Robin and Dean stacked up just behind them.

Lunch provided an opportunity to catch up on news and developments over the off-season – and it turns out some people had been quite busy. Compared to last year, where Josh Twomey was flying the only biplane at

competitions, this year saw two new aircraft on the flight line sporting the characteristic upper and lower wings.

One of these aircraft, a very striking Covenant outfitted with a contra powerplant and finished in an eye-catching orange scheme, was entered into Masters class by Gerhard Venter.

The other was a familiar shape from last year that has now evolved into a very interesting new iteration: Mr. Stockwell's competition-tested Quasar has now become the Quasar B variant, featuring a sleek and well-proportioned upper wing. Andre's design, fabrication and implementation are impressive, and the aircraft looks particularly good in person. There are also rumours that other competitors may be in the process of commissioning new biplanes, but time will tell when these appear on the competition circuit.

Round three saw Neil stamp his authority on the proceedings, taking a hat-trick victory in Masters. Gerhard posted his best score of the day to secure second place ahead of Pieter in third, with Ray in fourth.



In F3A, the final round victory went to Rui Martins, with Josh just 0.3% behind him and Andre a further 2% back. Robin and Dean battled it out closely, with Dean posting his best round of the day, but Robin managing to hold him off, finishing 1.9% ahead.

Aside from the action on the flight line, the real heavy hardware made an appearance midway through round three, with a fly-by from two Rooivalk attack helicopters passing the field.

Sportsman and Advanced classes had Dan Levy and Jan van der Spuy each competing solo. In Advanced, Jan's best two flights of the day were Round 2 (60.6%) and Round 3 (60.4%), demonstrating impressive consistency. In Sportsman, Dan's best rounds were Round 1 (63.9%) and Round 2 (64.4%).

Once all scores had been tabulated, Masters class saw Neil take home first place, while in F3A Josh walked away with the gold – well done to Team Twomey.

Also worthy of mention were the performances of the two junior competitors. Ray Grobelaar delivered a strong performance in Masters class. Having competed in Advanced last year, he stepped up into a very competitive field and handled himself well.





Robin Martins also stepped into the deep end in F3A and held his own against very experienced competition, something he can certainly be proud of.

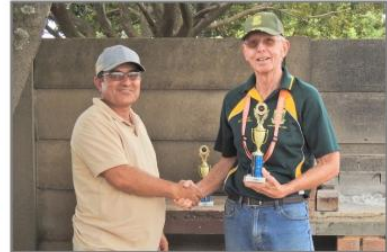
Overall, it was a great day to kick off the 2026 season. It will be interesting to see what the rest of the year has in store – and perhaps how many more biplanes we will see on the flight line by the end of it.

A big thank you to the judges, pilot judges and to Elaine Martins for helping to ensure everything ran smoothly on the day.







F3A

Pos	Competitors			Flight no 1	Flight no 2	Flight no 3	Total
1	TWOMEY Joshua (341)		 (RSA)	1000.00 84.9 %	1000.00 85.2 %	997.07 83.4 %	2000.00 85.1 %
2	MARTINS Rui (96)		 (RSA)	955.10 81.1 %	949.04 80.9 %	1000.00 83.7 %	1955.10 82.4 %
3	STOCKWELL Andre (28)		 (RSA)	948.82 80.5 %	970.20 82.7 %	973.07 81.4 %	1943.27 82.1 %
4	MARTINS Robin (366)	Junior	 (RSA)	937.72 79.6 %	866.83 73.9 %	938.30 78.5 %	1876.02 79.1 %
5	GROBBELAAR Dean (8)		 (RSA)	883.15 75 %	823.56 70.2 %	914.79 76.6 %	1797.94 75.8 %




Masters

Pos	Competitors			Flight no 1	Flight no 2	Flight no 3	Total
1	TWOMEY Neil (350)		 (RSA)	1000.00 75.4 %	1000.00 71.4 %	1000.00 70.4 %	2000.00 73.4 %
2	BOTHA Pieter (309)		 (RSA)	782.07 59 %	947.22 67.7 %	848.45 59.4 %	1795.67 63.5 %
3	VENTER Gerhard (95)		 (RSA)	719.03 54.2 %	804.94 57.5 %	921.60 64.5 %	1726.54 61 %
4	GROBBELAAR Ray (376)	Junior	 (RSA)	637.50 48.1 %	674.13 48.2 %	692.22 48.5 %	1366.35 48.3 %




Advanced

Pos	Competitors			Flight no 1	Flight no 2	Flight no 3	Total
1	VAN DER SPUY Jan (368)		 (RSA)	1000.00 43.6 %	1000.00 60.6 %	1000.00 60.4 %	2000.00 60.5 %



Sportsman

Pos	Competitors			Flight no 1	Flight no 2	Flight no 3	Total
1	LEVY Daniel (900)		 (RSA)	1000.00 63.9 %	1000.00 64.4 %	1000.00 63.6 %	2000.00 64.2 %





GAUTENG LEAGUE EVENT 2



PRETORIA RADIO FLYERS

Sunday, 29 March 2026 saw the Gauteng Aerobatics Association host League Event 2 at Pretoria Radio Flyers. As the final opportunity for competition ahead of the National Championships, a respectable field of 12 pilots turned out for the day. PRF boasts a well laid-out facility, maintained to a high standard, with neatly manicured grass aprons framing the runways.

Weather for the day was mostly sunny with some cloud cover, and a forecast of increasing wind gusts as well as the possibility of thundershowers later in the afternoon. From a pilot's perspective, the terrain around the field features some gentle slopes and minor elevation changes, but nothing particularly troublesome for pattern flying—aside from the occasional full-size traffic passing overhead.

With it having been a few years since a pattern event was last held at PRF, the morning started with a team effort to get the flightline set up. The main challenge was locating and uncovering the bricks marking the box ends, which had become overgrown. Once cleared and highlighted with a generous layer of chalk, Elaine and Rui Martins came up with a simple but effective solution to mark the centreline using nylon strapping, and before long, everything was ready to go.

Judging duties were handled by MAASA Chief Judge Abré Smit, assisted by Pieter Botha for the F3A class. Abré and Elaine Martins presided over Masters, while Advanced and Sportsman were judged by Elaine and Robin Martins.

After a brief pilot and safety briefing, and with the early morning haze burning





off quickly, Sportsman class got underway. New competitor Dale Jaeger made an impressive debut, posting a 64.2% in his first competitive round. Mauro Franceschini, more recently active in Classic, joined the class as well and put in a solid 69%, but it was Dan Levy who set the pace early with a strong 75% to take the round.

In Advanced, Jan van der Spuy was the sole competitor, and his opening round of 51.7% would stand as one of his better flights of the day. Masters saw Neil Twomey go up against Pieter Botha, with Neil setting the early benchmark at 74.2%. Pieter followed on 69%, and would spend the rest of the morning steadily working to close that gap.

F3A featured a six-pilot field: André Stockwell, Joshua Twomey, Rui and Robin Martins, joined by Gerhard Venter and Chaarl Jooste - both flying their first competition in the F3A class. Round 1 saw André lead the pack with 82.9%, closely followed by Josh (81.8%), Rui (81.1%), and Robin (79.2%). Gerhard posted his best score of the day with 59.5%, finishing ahead of Chaarl.

By the start of Round 2, the wind had begun to make its presence felt, with gusts pushing across the flightline toward the pilot station. In Sportsman, Dan held onto his lead with 73.8%, followed by Mauro on 61.4% and Dale on 49.3%. In Advanced, Jan improved to 56.6%, his best flight of the day. Masters remained close, with Pieter narrowing the gap to just 3% behind Neil, who again took the round with 73.9%.

In F3A, André continued to show consistency, posting 81.8%—his lowest score of the day—while remaining largely unaffected by the strengthening wind. Behind him, positions shuffled as Josh traded places with Rui and Robin, who took second and third respectively. Chaarl looked more settled in Round 2, improving to 49.4%, though Gerhard kept ahead of him with 54.8%.



By Round 3, conditions had become more challenging. Gusts higher up in the box began to push the models around, and the glare was starting to bite. In Sportsman, Mauro delivered his best round with 69.2%, closing the gap to first, while Dale improved to 56%. Dan, however, remained consistent, taking the round with 72.8%.

In Masters, Neil and Pieter continued their back-and-forth, with Neil ultimately maintaining a margin of around 5% to take the class. F3A's final round saw Josh come out swinging, posting an 83.6% to take the round ahead of André (82.5%) and Rui (80.1%). Robin secured fourth, while Chaarl continued to improve, scoring 51.4% and finishing ahead of Gerhard.

With flying complete, the day wrapped up with prize giving, followed by a relaxed braai and some well-earned socialising—giving everyone a chance to catch up and compare notes ahead of the upcoming Combined Power Nationals at Barnstormers.

A big thank you to Pretoria Radio Flyers for hosting the event, and to André Stockwell for coordinating arrangements between GAA and the PRF committee. Thanks as always to the judges, and to Elaine Martins for keeping everything running smoothly, including the scoring.





F3A

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4	MARTINS Robin (366)	Junior	(RSA)	955.02 79.2 %	959.90 78.5 %	898.09 75.1 %	1914.92 78.8 %
5	VENTER Gerhard (95)		(RSA)	717.75 59.5 %	670.18 54.8 %	504.66 42.2 %	1387.93 57.2 %
6	JOOSTE Charl (378)		(RSA)	393.48 32.6 %	604.52 49.4 %	614.41 51.4 %	1218.93 50.4 %



Masters

Pos	Competitors			Flight no 1	Flight no 2	Flight no 3	Total
1	TWOMEY Neil (350)		(RSA)	1000.00 74.2 %	1000.00 73.9 %	1000.00 74.2 %	2000.00 74 %
2	BOTHA Pieter (309)		(RSA)	929.84 69 %	960.07 70.9 %	928.24 69.2 %	1889.91 70 %



Advanced

Pos	Competitors			Flight no 1	Flight no 2	Flight no 3	Total
1	VAN DER SPUY Jan (368)		(RSA)	1000.00 51.7 %	1000.00 56.6 %	1000.00 48.8 %	2000.00 54.2 %



Sportsman

Pos	Competitors			Flight no 1	Flight no 2	Flight no 3	Total
1	LEVY Daniel (377)		(RSA)	1000.00 75 %	1000.00 73.8 %	1000.00 72.8 %	2000.00 74.4 %
2	FRANCESCHINI Mauro (380)		(RSA)	919.70 69 %	832.05 62.4 %	950.08 69.2 %	1869.78 69.1 %
3	JAEGER Dale (383)		(RSA)	856.07 64.2 %	668.73 49.3 %	769.12 56 %	1625.19 60.1 %



Until Next Time...

“A model airplane is a dream you can hold in your hands and set free.”